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Memorandum

TO: BATA

DATE: January 20, 2010

FR: Executive Director

W.I.:

RE: Revisions to the Toll Schedule on the State-owned Bay Area Bridges (BATA Resolution No. 90)

Streets and Highways Code Section 31011 authorizes BATA, among other purposes, to increase the toll on the seven state-owned toll bridges in the Bay Area to pay for the completion of the Toll Bridge Seismic Retrofit Program. Additionally, Assembly Bill 1175, which was signed by the Governor in October 2009 and became effective January 1, 2010, adds the seismic retrofits of the Antioch and Dumbarton Bridges to the Seismic Retrofit Program. The law (Streets and Highways Code Section 30918 (a)) requires BATA to hold a public hearing in regard to a proposed toll increase for seismic improvements before taking any action. In accordance with the law, we have held four public hearings in Alameda, San Mateo, Contra Costa and San Francisco Counties to receive public testimony on the proposed toll increase.

The current toll rates for the state-owned bridges are as follows:

Vehicle Class	Current Toll
2 axles	\$4.00
3 axles	\$6.00
4 axles	\$8.25
5 axles	\$11.25
6 axles	\$12.00
7 axles or more	\$13.50
Carpool	\$0.00

Reasons for a Toll Increase and Toll Increase Options

A toll increase on the bridges is needed for three primary reasons 1) to fund the seismic retrofit of the Antioch and Dumbarton Bridges, 2) to off-set reduced revenues due to declining traffic volumes on the bridges, and 3) to fund increased costs of our debt financings. The estimated new funding to complete the seismic program, including the seismic retrofit of the Antioch and Dumbarton bridges and to carry out other existing BATA toll commitments, is \$160 million in annual revenues.

BATA Oversight Committee Toll Increase Recommendation

Based on consideration of a number of toll increase options and comments from the public, at its meeting on January 13, 2010, the BATA Oversight Committee recommended revisions to the toll schedule for the state-owned bridges in the Bay Area, as follows:

Vehicle Class	Bridges	Toll Formula	Proposed Toll
2-axle Vehicles	Antioch, Benicia, Carquinez, Dumbarton, Richmond and San Mateo Bridges	NA	\$5.00 (regular toll)
	San Francisco-Oakland Bay Bridge	NA	Peak - \$6.00 Non-Peak - \$4.00 Weekends - \$5.00
Vehicle Class	Bridges	Toll Formula	Proposed Toll
Carpools	All Bridges	50 percent of 2-axle regular toll (\$5.00)	\$2.50
Multi-axle Vehicles	All Bridges	2-axle regular toll (\$5.00) times number of axles.	3-axle - \$15.00 4-axle - \$20.00 5-axle - \$25.00 6-axle - \$30.00 7+-axle - \$35.00

As shown above the increase in tolls for 2-axle autos and carpools is effective July 1, 2010. The toll increase for multi-axle vehicles is phased: In year 1 (July 1, 2010 through June 30, 2011) the toll for multi-axle vehicles is unchanged from current rates, and in year 2 (July 1, 2011 through June 30, 2012) the toll is at 50 percent of the proposed increase (3-axle- \$10.50, 4-axle- \$14.00, 5-axle- \$18.00, 6-axle- \$21.00, 7+-axle- \$24.25). Effective July 1, 2012, the toll for multi-axle vehicles is fully implemented as shown in the table above.

Additionally, the BATA Oversight Committee recommends that staff conduct an evaluation of congestion pricing for the Bay Bridge and provide a report to the BATA Oversight Committee on an annual basis after congestion pricing is implemented.

The Toll Schedule for the State-owned Bridges (BATA Resolution No. 90) pursuant to the BATA Oversight Committee recommendation and the powerpoint slides to be presented at the Authority's January 27th meeting are attached.

Recommendation

Authority approval of BATA Resolution No. 90, to amend the Toll Schedule for the State-owned Brides in the Bay Area.

Steve Heminger

SH:rmc

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